DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013713
Brantley County
GDOT District 5 - Jesup
SR 520/US 82 @ Big Creek 3 Miles
West of Hoboken -
Bridge Replacement

OFFICE Design Policy & Support

DATE June 18, 2018

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Brad Saxon, District Engineer
Troy Pittman, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Aghdas Ghazi, Project Manager
BOARD MEMBER - 1st Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement
P.I. Number: 0013713
GDOT District: 5
County: Brantley
Federal Route Number: US 82
State Route Number: SR 520
Project Number: N/A

** Report updated to address office head review comments

This project will replace the existing bridge on SR 520/US 82 over Big Creek 3 miles west of Hoboken. The proposed bridge will consist of two 12-foot westbound lanes with a 4-foot inside shoulder and an 8-foot outside shoulder.

Submitted for approval:

Brad Gowen, P.E., Holt Consulting Company, LLC — Date: 3/27/2018

State Program Delivery Administrator — Date: 4-10-18

GDOT Project Manager — Date: 3/29/2018

*Recommendations on file

Recommendation for approval:

*Eric Duff/KLP
State Environmental Administrator — Date: 4-13-2018

*Christina Barry/KLP
For State Traffic Engineer — Date: 4-26-2018

*Bill DuVall/KLP
State Bridge Engineer — Date: 5-3-2018

*Brad Saxon/KLP
District 5 Engineer — Date: 5-24-2018

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator — Date: 4-13-18

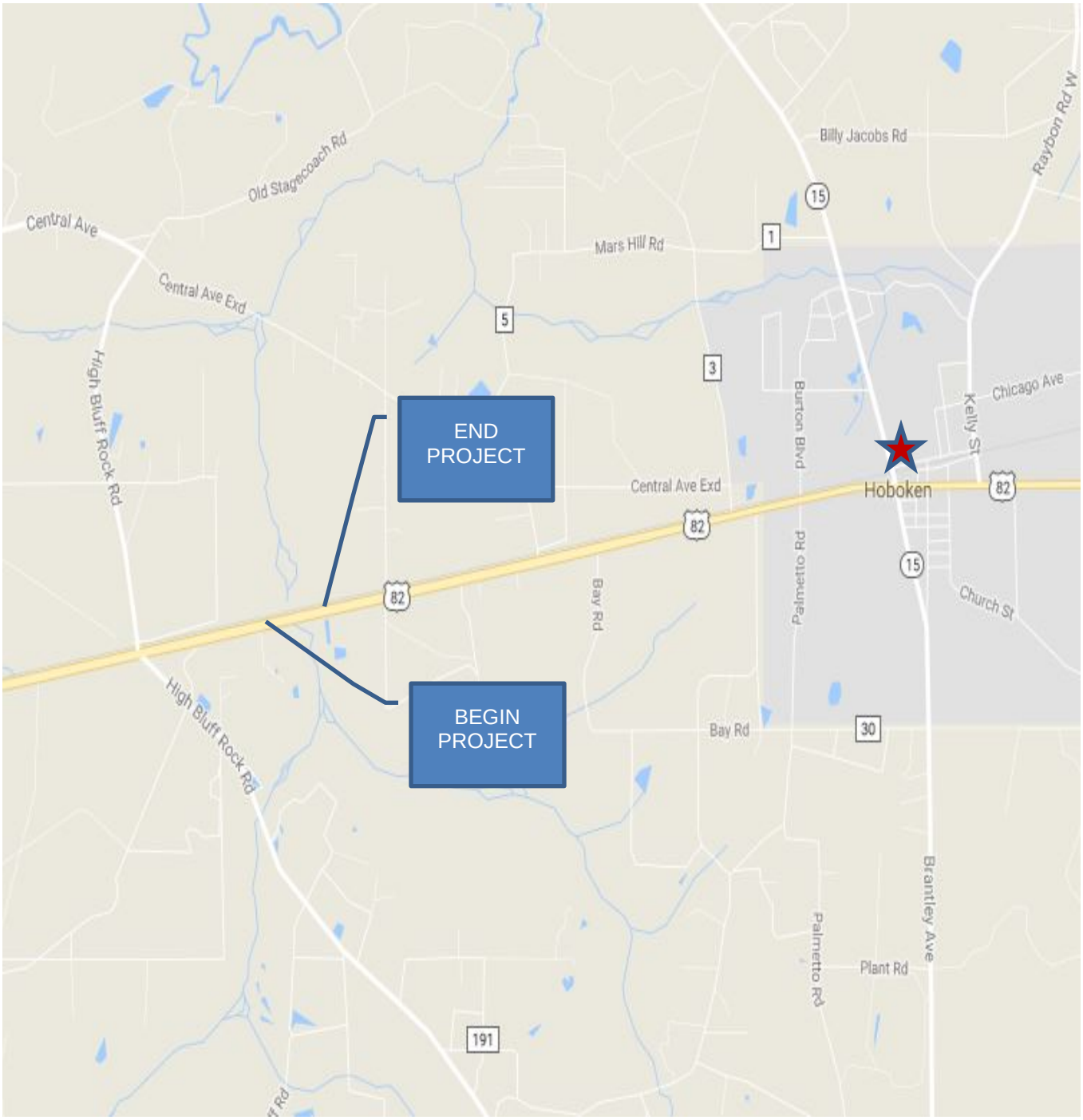
Approval:

Concur:
GDOT Director of Engineering — Date: 6-12-18

Approve:
GDOT Chief Engineer — Date: 6/14/18

PROJECT LOCATION MAP

SR 520/US 82 at Big Creek Bridge Replacement
P.I. # 0013713
Brantley County



PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 520 (US 82) over Big Creek, Structure ID 025-0022-0, was built in 1969. This bridge consists of six (6) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete piles. The bridge was designed using an HS-20 vehicle, which is below current design standards. This bridge is currently posted for weight restrictions. The overall condition of this bridge would be classified as satisfactory. The deck and substructure are in good condition. The superstructure is in satisfactory condition with minor flexure cracking in the RCDG's. This bridge is classified as scour critical. Due to the structural integrity of the bridge, the weight restrictions of the structure, and the scour critical nature of the structure, replacement of this 49-year-old bridge is recommended.
(Prepared by Bridge Office)

Existing conditions: The existing typical section of SR 520 (US 82), a non-interstate STRAHNET route, consists of two 12-foot travel lanes in each direction separated by a 44-foot depressed grass median. Only the westbound bridge will be replaced. The outside rural shoulder in the westbound direction is 10-feet wide with 4 feet being paved. The inside rural shoulder is 6 feet wide with 2 feet being paved. Additionally, SR 520 consists of Structure ID 025-0022-0, which is a bridge that has six (6) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete piles. The bridge deck width is 50.7 feet. The total length of the bridge is 180 feet.

Other projects in the area:

MPO: N/A - not in an MPO **TIP #:** *N/A*

Congressional District(s): 1

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 19%
Current Year (2017): 8,000 Two-way Open Year (2022): 8,200 Two-way
Design Year (2042): 9,050 Two-way
Traffic Projections Performed by: Arcadis
Date approved by the GDOT Office of Planning: 3/15/2018

Functional Classification (Mainline): Rural Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☐None ☒Bicycle ☐Pedestrian ☐Transit
Bicycle Warrant #3

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?		☒No	☐Yes
Initial Pavement Type Selection Report Required?		☒No	☐Yes
Feasible Pavement Alternatives:	☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project will replace the existing westbound bridge that was built in 1969 over Big Creek 3 miles west of Hoboken. The proposed bridge will consist of two 12-foot westbound lanes with a 4-foot inside shoulder and an 8-foot outside shoulder. The proposed roadway approach will consist of two 12-foot westbound lanes with a 10-foot rural shoulder, 6.5 feet being paved. The inside shoulder will be 6 feet wide, 2 feet being paved. SR 520 (US 82) is on the State On-Street Bicycle Route Network which is known as Route 10 or the Southern Crossing, an east-west route from Jekyll Island to Lake Seminole. The proposed bridge will be constructed in its existing

location utilizing an on-site detour. A lane drop in the eastbound and westbound direction will be required at the beginning and ending of the project, respectively. The westbound traffic will then be detoured across the depressed grass median on temporary pavement to the existing eastbound bridge while the westbound bridge is demolished and reconstructed at its existing location. The project length is 0.6 miles.

Major Structures:

Structure ID	Existing	Proposed
025-0022-0	The existing two-lane bridge is 180 feet long with a total bridge deck width of 50.7 feet.	The proposed bridge will be 200 feet long, consisting of two 12-foot lanes with 8-foot outside shoulder and with 4-foot inside shoulder. The total deck width will be 39.25 feet.

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes
Accelerated Bridge Construction techniques are not recommended for this project because of the low traffic and the increased construction costs.

Mainline Design Features: *SR 520/US 82*

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2-WB lanes		2-WB lanes
- **Lane Width(s)**	**12'**	**11-12 ft**	**12 ft**
- **Median Width & Type**	**44-foot depressed grass**	**44-foot depressed grass**	**44-foot depressed grass**
- **Outside Shoulder Width**	**10 ft, 4' paved**	**10 ft, 6.5' paved**	**10 ft, 6.5' paved**
- **Outside Shoulder Slope**	**6%**	**6%**	**6%**
- **Inside Shoulder Width**	**6 ft, 2' paved**	**6 ft, 2' paved**	**6 ft, 2' paved**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodations**	**N/A**	**4 ft**	**4 ft**
Posted Speed	65 mph		65 mph
Design Speed	**65 mph**	**65 mph**	**65 mph**
Minimum Horizontal Curve Radius	**N/A**	**1660 ft**	**N/A**
Maximum Superelevation Rate	**N/A**	**6%**	**N/A**
Maximum Grade	**1.1%**	**3%**	**1.5%**
Access Control	By Permit	By Permit	By Permit
Design Vehicle	HS-20		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☐ No ☒ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: N/A

Design Variances to GDOT Standard Criteria anticipated: N/A

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: N/A

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: CSX railroad runs parallel to SR 520/US 82
Coordination will be required with CSX Railroad.

Utility Involvements: AT&T, Brantley Telephone Co., Georgia Power, Southern Light, LLC, Uniti Fiber Telecom

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 195 ft. Proposed width: 195 ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels: 1
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	☐ PCE	☒ CE	☐ EA-FONSI
GEPA:	☐ Type A	☐ Type B	☒ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: CWA Section 404 Permit, NPDES
As a bridge replacement project, any impacts to adjacent jurisdictional waters (wetland/streams) would require a Section 404 Permit and possible compensatory mitigation for impacts. A Buffer Variance would be required for any non-exempt impacts within state mandated buffers. Early coordination efforts for candidate, threatened, and endangered species, and Section 106 have been initiated.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information: Categorical Exclusion

Ecology – Regulatory responses to requests for listed candidate, threatened, and endangered species in the project area have been received. All listed species will be surveyed during field work. Field surveys will also identify and delineate any jurisdictional Waters of the US, or state protected waters. The delineation data for any protected waters identified during survey work would be provided to the design team to aid in project design. Impacts to protected waters could result in additional permitting and mitigation.

Archaeology –One previously recorded archaeological site is situated within a one-kilometer radius of this bridge. Site 9BR2 is approximately 100 meters southwest of the bridge. The site is described as a single Precontact lithic artifact. No previous archaeological surveys have been conducted within a one-kilometer radius of the bridge. Satellite imagery shows the surrounding area as wooded and rural, with some agricultural tracts and residences. A Phase I archaeological survey would be required for this location as it has not been previously surveyed. The likelihood of encountering previously unrecorded Precontact and Historic period sites is moderate due to the setting of the project area.

History – The bridge to be replaced, constructed in 1969, is not included in the updated Georgia Historic Bridge Survey and is not eligible for inclusion in the NRHP. A railroad corridor is located on the north side of, adjacent and parallel to, the highway corridor. The railroad is recommended eligible for inclusion in the NRHP. Two additional resources are located on the south side of the highway corridor; one to the west of the bridge and one to the east of the bridge. Both resources will be surveyed and evaluated for eligibility for inclusion in the NRHP.

Public Involvement – A Public Information Open House (PIOH) is scheduled for January 3, 2019.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Concept Team Meeting held 3/21/2018.

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Holt Consulting Company, LLC, Pont Engineering
Design	Holt Consulting Company, LLC, Pont Engineering
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Kennedy Engineering & Associates Group, LLC, Edwards-Pitman Environmental, Inc
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW**	Reimbursable Utilities	CST*	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$500,000	$24,000	$250,000	$48,400	$3,267,401.77	$4,089,801.77
Date of Estimate	5/8/2017	3/16/2018	Requested 2/13/2018	3/1/2018	3/27/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

**Planning level cost provided, ROW estimate requested on 2/13/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

Note: The Reimbusable Utilities shown above are associated with the CSX Railroad only.

ALTERNATIVES DISCUSSION

Preferred Alternative: Replace the existing WB bridge at the existing location utilizing an on-site detour across the depressed grass median on temporary pavement to the existing eastbound bridge.			
Estimated Property Impacts:	**1 parcel**	**Estimated Total Cost:**	**$4,089,801.77**
Estimated ROW Cost:	**$250,000****	**Estimated CST Time:**	**12 Months**
Rationale: This alternate would construct temporary pavement through the existing grass median so one lane of traffic in each direction could be maintained on the existing EB bridge while the existing WB bridge is replaced. This alternate was chosen for a few different reasons. First, the construction cost are lower with this alternate. Secondly, it minimizes impacts to the railroad existing right-of-way and the surrounding environment. Lastly, this alternate has a shorter time of construction.			

**Planning level cost provided, ROW estimate requested on 2/13/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

No-Build Alternative: Retain the existing bridge			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: This alternative would not meet the project justification as the structural integrity of the bridge is insufficient.			

Alternative 1: Replace the existing WB bridge at the existing location utilizing an on-site detour bridge on the north side of the existing WB bridge.			
Estimated Property Impacts:	**1 parcel**	**Estimated Total Cost:**	**$4,793,082.39**
Estimated ROW Cost:	**$250,000****	**Estimated CST Time:**	**15 Months**
Rationale: This alternate would construct a temporary detour bridge on the north side of the existing WB bridge, so it could be replaced. This alternate was not chosen because of the increased construction cost, time of construction and additional impacts to the railroad and Big Creek.			

**Planning level cost provided, ROW estimate requested on 2/13/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

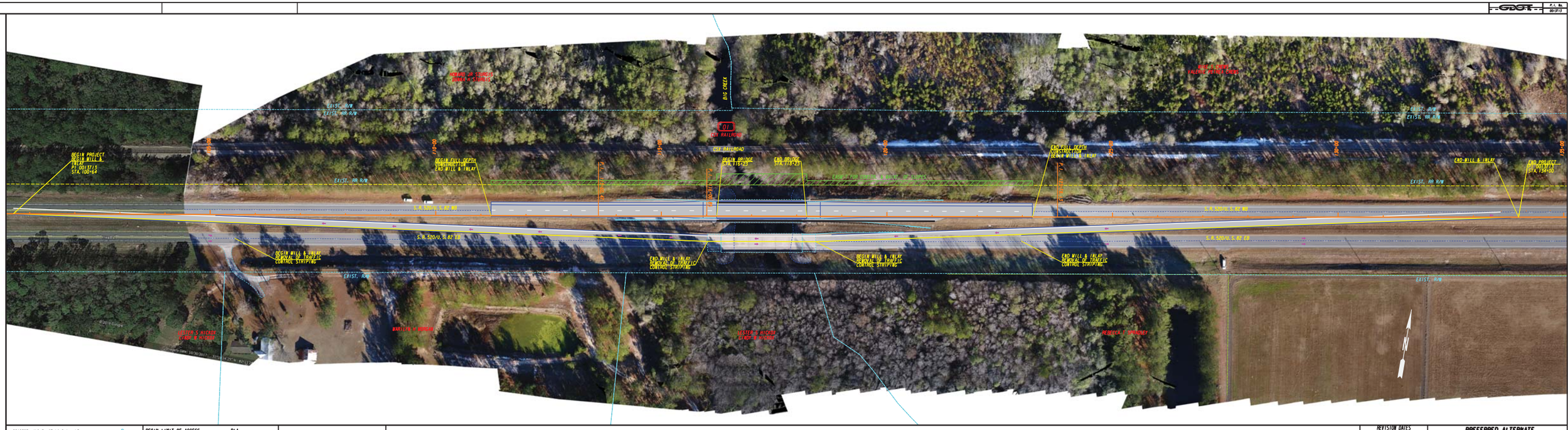
Additional Comments/ Information:N/A

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Traffic Assignments
5. Concept Team Meeting Minutes
6. Bridge Inventory Sheets
7. MS4

GDOT

P.I. No. 0013713



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

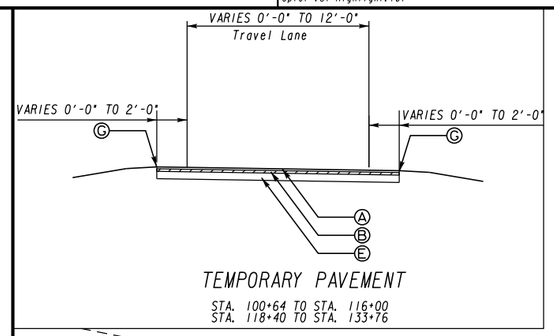
SCALE IN FEET
0 50 100 200

S.R. 520/U.S. 82 AT BIG CREEK 3 MI W OF HOBOKEN
P.I. NO. :0013713
BRANTLEY COUNTY

REVISION DATES		

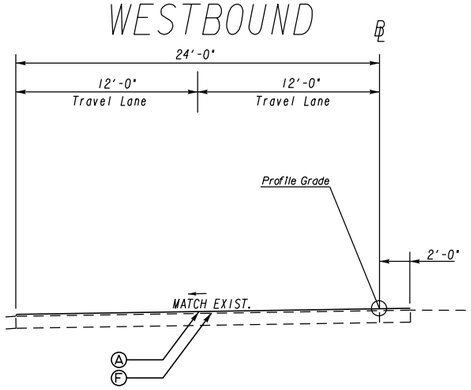
PREFERRED ALTERNATE

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	13-0001
VERIFIED:		DATE:	

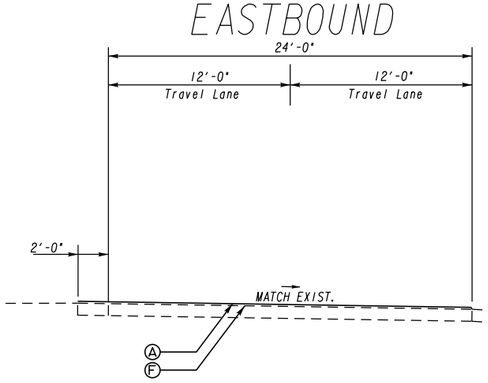


TEMPORARY PAVEMENT

STA. 100+64 TO STA. 116+00
STA. 118+40 TO STA. 133+76

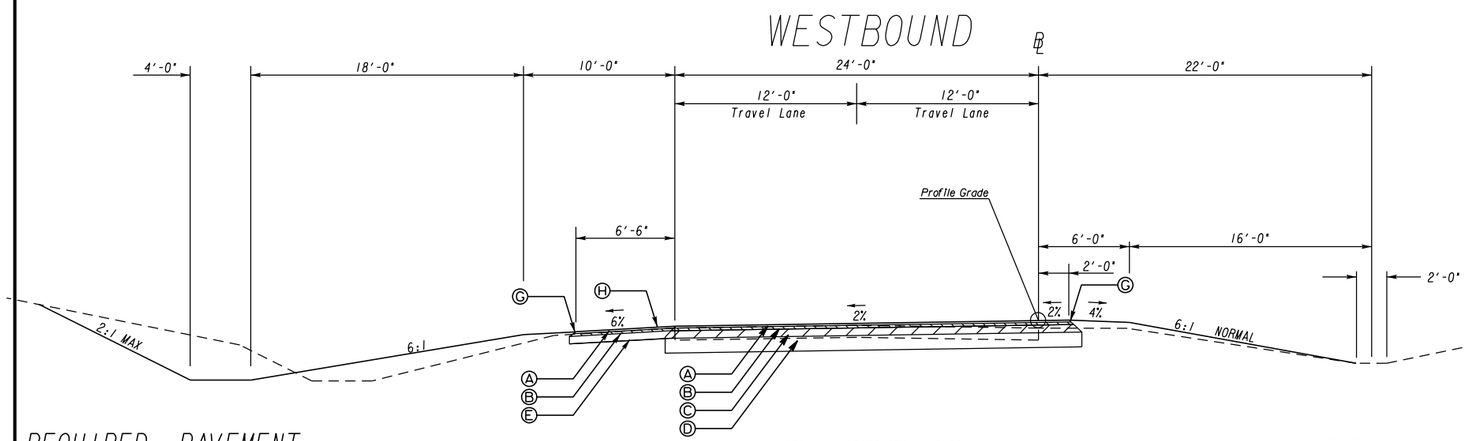


STA. 100+64 TO STA. 111+23
STA. 123+23 TO STA. 134+00
NOTE: MILL & INLAY TO REMOVE TRAFFIC CONTROL STRIPING



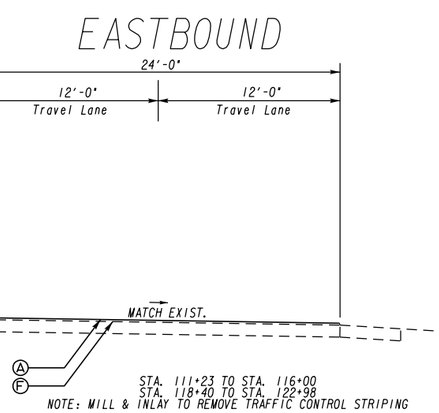
STA. 105+55 TO STA. 111+23
NOTE: MILL & INLAY TO REMOVE TRAFFIC CONTROL STRIPING

ROADWAY TYPICAL #1



STA. 111+23 TO STA. 115+93
STA. 118+53 TO STA. 123+23

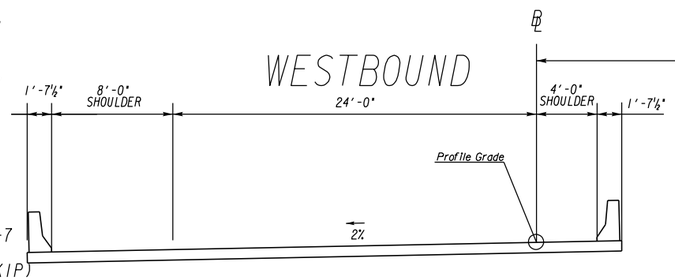
ROADWAY TYPICAL #2



STA. 111+23 TO STA. 116+00
STA. 118+40 TO STA. 122+98
NOTE: MILL & INLAY TO REMOVE TRAFFIC CONTROL STRIPING

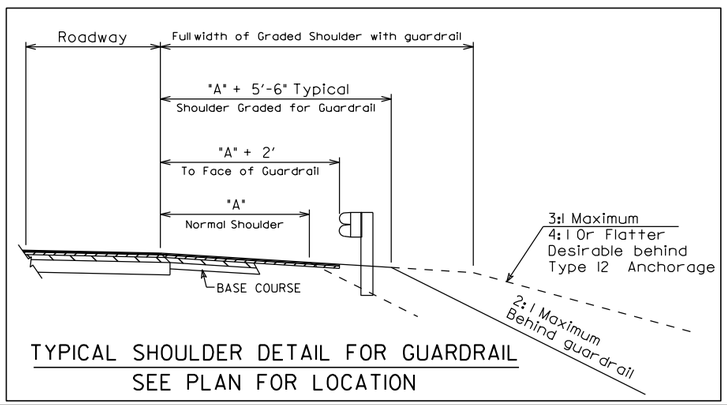
REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2, INCL BITUM MATL & H LIME (@ 165 LB/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (@220 LB/SY)
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 330 LB/SY)
- (D) GRADED AGGREGATE BASE, 12", INCL MATL
- (E) GRADED AGGREGATE BASE, 6", INCL MATL
- (F) MILL ASPH CONC. PAVEMENT, 1 1/2" DEPTH
- (G) PAVEMENT EDGE TREATMENT, ASPHALT, GA. DETAIL P-7
- (H) INDENTATION RUMBLE STRIPS-GROUND IN PLACE (SKIP)



STA. 116+23 TO STA. 118+23

BRIDGE TYPICAL



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

REVISION DATES

TYPICAL SECTIONS

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	05-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013713** **OFFICE** Program Delivery

PROJECT DESCRIPTION

Bridge Replacement on SR 520/US 82 at Big Creek three miles west of Hoboken

DATE March 27, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: **CostEstimatesandUpdates@dot.ga.gov**

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Aghdas Ghazi

MGMT LET DATE 9/15/2020

MGMT ROW DATE 11/15/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	**$**	2,226,420.00	DATE	5/8/2017
RIGHT OF WAY	**$**	250,000.00	DATE	5/8/2017
UTILITIES	**$**	0.00	DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	**$**	3,267,401.77
RIGHT OF WAY	**$**	250,000.00
UTILITIES	**$**	48,400.00

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Project is in early concept phase. A more refined cost estimate will be developed once plans are in preliminary phase.

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 2,677,117.99	Base Estimate From CES		
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 133,855.90	Base Estimate (A) x	**5**	%
C.	**CONTINGENCY:**	$ 421,646.08	Base Estimate (A) + E & I (B) x	**15**	%
			See % Table in "Risk Based Cost Estimation" Memo		
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 34,781.80	Total From Liquid AC Spreadsheet		
E.	**CONSTRUCTION TOTAL:**	$ **3,267,401.77**	(A + B + C + D = E)		

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
CSX Railroad	$ 48,400.00
TOTAL	**$ 48,400.00**

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME:	Holt Consulting Company, LLC

VALIDATION OF FINAL QC/QA

PRINTED NAME:	Brad Gowen
TITLE:	PM
SIGNATURE:	
DATE:	3/27/2018

JOB ESTIMATE REPORT

JOB NUMBER : 0013713 SPEC YEAR: 13
DESCRIPTION: SR 520 (US 82) AT BIG CREEK BRIDGE REPLACEMENT

ITEMS FOR JOB 0013713

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	10414.000	3.76	39183.09
0014	150-1000		LS	TRAFFIC CONTROL - 0013713	1.000	150000.00	150000.00
0015	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	2.000	8423.19	16846.39
0020	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96174.24	96174.25
0025	163-0232		AC	TEMPORARY GRASSING	3.000	71.22	213.69
0030	163-0240		TN	MULCH	72.000	261.30	18814.04
0035	163-0300		EA	CONSTRUCTION EXIT	2.000	1739.46	3478.93
0040	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	500.000	19.58	9790.35
0045	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	30.000	392.98	11789.44
0050	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	4.000	789.70	3158.83
0055	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	7.000	245.12	1715.90
0060	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1500.000	0.99	1495.17
0065	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	300.000	3.03	910.85
0070	165-0101		EA	MAINT OF CONST EXIT	2.000	634.56	1269.14
0075	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	7.000	70.75	495.29
0080	165-0110		EA	MAINT OF ROCK FILTER DAM	4.000	310.82	1243.29
0085	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	433.32	1733.31
0090	167-1500		MO	WATER QUALITY INSPECTIONS	12.000	930.78	11169.37
0095	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3000.000	4.50	13502.07
0100	210-0100		LS	GRADING COMPLETE - 0013713	1.000	380000.00	380000.00
0105	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3500.000	34.21	119735.46
0110	318-3000		TN	AGGR SURF CRS	100.000	36.63	3663.26
0115	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	1460.000	95.48	139413.46
0120	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	800.000	93.11	74490.68
0125	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	460.000	97.55	44873.60
0130	413-0750		GL	TACK COAT	780.000	2.53	1975.38
0135	433-1000		SY	REINF CONC APPROACH SLAB	257.000	188.56	48460.86
0140	441-0301		EA	CONC SPILLWAY, TP 1	4.000	2201.20	8804.80
0145	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	1.000	4760.37	4760.37
0150	540-1101		LS	REM OF EX BR, STA NO - 117+23	1.000	410670.00	410670.00
0155	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 013713	1.000	863500.00	863500.00
0160	550-1180		LF	STM DR PIPE 18,H 1-10	50.000	63.65	3182.57
0165	576-1018		LF	SLOPE DRAIN PIPE, 18 IN	120.000	46.52	5582.75
0170	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18	36.000	80.43	2895.56
0175	603-7000		SY	PLASTIC FILTER FABRIC	36.000	5.04	181.73
0180	620-0100		LF	TEMP BARRIER, METHOD NO. 1	2670.000	29.78	79535.00
0185	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	9656.36	19312.73
0190	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	40.000	19.02	761.00
0195	636-1036		SF	HWY SGN,TP1MAT,REFL SH TP 11	18.000	21.14	380.63

JOB ESTIMATE REPORT

0200	636-2070	LF	GALV STEEL POSTS, TP 7	140.000	8.37	1172.14
0205	641-1100	LF	GUARDRAIL, TP T	104.000	67.66	7036.68
0210	641-1200	LF	GUARDRAIL, TP W	920.000	19.99	18399.91
0215	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	1.000	1082.52	1082.53
0220	641-5015	EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	2979.22	11916.90
0225	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	4610.000	0.65	2999.91
0230	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	5110.000	0.62	3189.82
0235	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	5110.000	0.37	1931.53
0240	654-1003	EA	RAISED PVMT MARKERS TP 3	128.000	3.85	493.37
0245	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	260.000	7.94	2065.01
0250	657-3085	GLF	PRF PL SK PVMT MKG,8,B/W,TPPB	260.000	5.58	1451.32
0255	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	260.000	7.66	1993.96
0260	668-2100	EA	DROP INLET, GP 1	2.000	2695.06	5390.14
0265	700-7000	TN	AGRICULTURAL LIME	15.000	11.46	171.99
0270	700-8000	TN	FERTILIZER MIXED GRADE	4.000	713.34	2853.37
0275	700-8100	LB	FERTILIZER NITROGEN CONTENT	250.000	4.11	1029.11
0280	716-2000	SY	EROSION CONTROL MATS, SLOPES	1300.000	2.40	3122.67
0285	711-0100	SY	TURF REINFORCING MATTING, TP 1	2700.000	3.95	10671.94
0290	668-4300	EA	STORM SEW MANHOLE, TP 1	2.000	2491.22	4982.45
ITEM TOTAL						2677117.99
INFLATED ITEM TOTAL						2677117.99

TOTALS FOR JOB 0013713

ESTIMATED COST:	2677117.99
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	2677117.99

PROJ. NO.		CALL NO.
P.I. NO.	0013713	
DATE	3/27/2018	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-18	$ 2.431
DIESEL		$ 2.910
LIQUID AC		$ 416.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**33945.6**	**$ 33,945.60**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)			$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)				136	

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1460	5.0%	73
9.5 mm SP		5.0%	0
25 mm SP	460	5.0%	23
19 mm SP	800	5.0%	40
	2720		**136**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**836.20**	**$ 836.20**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)			$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)				3.350178719	

Bitum Tack Gals	gals/ton	tons
780	232.8234	3.35017872

PROJ. NO.						CALL NO.		
P.I. NO.	0013713							
DATE	3/27/2018							

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)				$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)					0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**34,781.80**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Project No: **0013713** Office: **Jesup**
County **Brantley** Date: **April 16, 2018**
P.I.# **0013713**

Description: ***SR 520/US 82 @ Big Creek 3 MI W of Hoboken***

FROM Dallory Rozier, District Utilities Manager

TO Aghdas Ghazi, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
AT&T	$0.00	$0.00	Site Visit / Available Drawings
Brantley Telephone Co.	$0.00	$0.00	Site Visit / Available Drawings
Georgia Power	$0.00	$0.00	Site Visit / Available Drawings
Southern Light, LLC	$0.00	$0.00	Site Visit / Available Drawings
Uniti Fiber Telecom	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
	$0.00	$0.00	Site Visit / Available Drawings
Total 100.00%	$0.00	$0.00	
Department Responsibility 100.00%	$0.00		
Local Sponsor Responsibility 0.00%	$0.00		PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Leslie Dubberly 912-530-4404.

cc: Patrick Allen, State Utilities Administrator
Kerry Gore, Assistant State Utilities Administrator
Yulonda Pride-Foster, Utilities Preconstruction Manager
Vahid Munshi, Management Specialist
Tonia Hinton, Utitities Preconstruction Specialist

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **PI #0013713, Brantley County** **OFFICE: State Utilities Office**

FROM: Jill Franks for: **Patrick Allen, State Utilities Administrator** **DATE: March 1, 2018**

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attn: Aghdas Ghazi, Project Manager

SUBJECT: **PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)**

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX Transportation, Inc.		
– P.E. review cost for Parallel project	**$0.00**	**$ 25,000.00-GDOT**
– Const. inspection cost for Parallel project	**$0.00**	**$ 23,400.00-GDOT**
Total Reimbursement Cost:	**$0.00**	**$ 48,400.00**

Total railroad surface work reimbursable cost for the above project is estimated to be:

$48,400.00

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. This project is GDOT funded.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

PA:jlf

cc: Yulonda Pride-Foster, Utilities Preconstruction Manager
Angela Robinson, State Financial Management Administrator
Dallory Rozier, District 5 Utilities Manager
Kevin Cowan, Utilities Railroad Crossing Manager

Brad Gowen

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Friday, March 16, 2018 3:43 PM
To: Ghazi, Aghdas; Brad Gowen
Cc: Robertson, Elliott S
Subject: P.I. 0013713, Brantley County - Estimated Mitigation Cost for Concept Report

Aghdas/Brad,

As requested, the estimated mitigation costs for the subject project is **$24,000**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or be higher once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | **Special Projects Coordinator** | **Office of Environmental Services** | **600 West Peachtree Street, NW** | **Atlanta, GA 30308** | **404-631-1772**

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Brantley County
P.I. # 0013713

OFFICE Planning

DATE March 15, 2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Administrator
Attention: Aghdas Ghazi

SUBJECT **Design Traffic Forecasts** for SR 520/US 82 @ BIG CREEK 3 MI W OF HOBOKEN

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic diagrams for the above project is within the approved attached traffic forecasting methodology document. Also, the reviewed and approved design traffic forecast for the above project is as follows:

BRIDGE ID # 025-0022-0

Build = No Build	2017 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	8000	8200	8300	9050	9150
DHV (AM/PM)	640/ 640	655/ 655	660/ 660	725/ 725	730/ 730
K% (AM/PM)	8.0%/ 8.0%	Same as Existing Year			
D% (AM/PM)	59.0%/ 52.5%				
24 HR. T% - S.U.	13.5%				
24 HR. T% - COMB.	5.5%				
24 HR. T% - TOTAL	19.0%				
T% - S.U. (AM/PM)	13.0%/ 13.0%				
T% - COMB. (AM/PM)	3.0%/ 3.0%				
T% - TOTAL (AM/PM)	16.0%/ 16.0%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Andre Washington
Office Of Planning
5th Floor, One Georgia Center
404-631-1925

CLV/AMW

March 21, 2018 Concept Team Meeting Minutes

PI No. 0013713

TO: All attendees

FROM: Brad Gowen

Meeting Date: March 21, 2018

RE: PI 0013713 SR 520/US 82 at Big Creek 3 miles west of Hoboken Bridge Replacement

Location: Waycross Area Office – 104 N. Nichols Street, Waycross, GA

Purpose: Concept Team Meeting

I. WELCOME

II. INTRODUCTIONS – ATTENDEES INCLUDE:

Aghdas Ghazi, GDOT OPD

Brad Gowen, Holt Consulting

Troy Pittman, GDOT Preconstruction

Brandon McDaniel, GDOT Construction

Jerome Sheffield, GDOT Construction

Mark Shuman, GDOT Construction

Cory Knox, GDOT Construction

Neil Dubberly, GDOT Traffic Operations

Doug Stephens, GDOT Traffic Operations

Maggie Yoder, GDOT Engineering Services

Byron Cowart, GDOT District Planning

Sean Garland, Pont Engineering

Buddy Covington, KEA Group

Doug Hart, KEA Group

Ron Smith, KEA Group

Marcela Coll, GDOT Utility

Andy Oquinn, GDOT ROW

Caitlynn Anderson, GDOT Traffic Operations

- Aghdas Ghazi gave a brief project description and then turned the meeting over to Brad Gowen to go through the Concept Report.
- Brad Gowen described the need and purpose of the project as being a bridge replacement project due to the weight restrictions and the structural integrity of the existing bridge.
- Brad Gowen proceeded to describe the existing conditions: The existing typical section of SR 520 (US 82) consists of two 12-foot travel lanes in each direction separated by a 44-foot depressed grass median. Only the westbound bridge will be replaced. The outside rural shoulder in the westbound direction is 10-feet wide with 4 feet being paved. The inside rural shoulder is 6 feet wide with 2 feet being paved. Additionally, SR 520 consists of Structure ID 025-0022-0, which is a bridge that has six (6) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete piles. The bridge deck width is 50.7 feet. The total length of the bridge is 180 feet.
- Brad Gowen proceeded to describe the proposed project: This project will replace the existing westbound bridge that was built in 1969 over Big Creek 3 miles west of Hoboken. The proposed bridge will consist of two 12-foot westbound lanes with a 4-foot inside shoulder and an 8-foot outside shoulder. The proposed roadway approach will consist of two 12-foot westbound lanes with a 10-foot rural shoulder, 6.5 feet being paved. The inside shoulder will be 6 feet wide, 2 feet being paved. The proposed bridge will be constructed in its existing location utilizing an on-site detour. Traffic will be shifted to the existing eastbound bridge that will remain in place. Temporary pavement will be utilized to cross traffic across the median to and from the eastbound bridge.
- Cory Knox stated to be sure to include any temporary environmental impacts associated with the bridge construction down between the two bridges (from the median).
- Maggie Yoder stated to include that SR 520 is a non-interstate STRAHNET route in the existing conditions paragraph.
- Maggie Yoder stated to check the minimum horizontal curve radius under the Policy Column of the Mainline Design Features.
- Maggie stated to check whether 9.5MM Superpave Type II is appropriate.
- Maggie Yoder stated to check yes for the Transportation Management Plan, non-significant, and TTC.
- Marcela Coll stated that she forwarded the Val Map data to the GDOT PM. Brad Gowen stated that the surveyor already had this information, and this is reflected on the Concept Layout.
- Marcela Coll stated to show permanent easement in lieu of required r/w within the railroad r/w.
- Marcela Coll stated to add the P.E. Review and the Railroad Construction Inspection cost to the Reimbursable Utility section of the project cost table. Add the letter as an attachment too.
- Brad Gowen stated that the Conceptual mitigation cost received from GDOT is $24,000.
- Troy Pittman asked if a temporary work bridge would be required for construction of the bridge? Cory Knox and Jerome Sheffield stated that the construction could take place from either end of the bridge and/or from the median.
- The consensus from the attendees in the Concept Team Meeting is that the Preferred Alternate as shown in the Draft Concept was the best option.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/13/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 025-0022-0 **County: Brantley** **SUFF. RATING: 71.4**

Location & Geography

Structure ID:	025-0022-0
200 Bridge Information:	06
*6 Feature Intersected:	BIG CREEK
*7A Route Number Carried:	SR00520
*7B Facility Carried:	US 82 COR Z WBL / SR 520
9 Location:	3 MI W OF HOBOKEN
2 GDOT District:	4841500000 - D5 District Five Jesup
*91 Inspection Frequency:	24 Date: 08/16/2017
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	12 Date: 09/09/2016
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	2 - U.S. Numbered
5C Service Designation:	1- Mainline
5D Route Number:	00082
5E Directional Suffix:	0. Not applicable
*16 Latitude:	31 - 10.4430
*17 Longtitude:	82 - 11.2128
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	2- The Feature is on a Non-Interstate STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	251052000
13B Sub Inventory Route:	0
101 Parallel Structure:	L. Left structure of parallel bridges
*102 Direction of Traffic:	1- One Way
*264 Road Inventory Mile Post:	1.36
*208 Inspection Area:	Area 05
*104 Highway System:	1-Inventory Route is on the NHS
*26 Functional Classification:	2- Rural - Principal Arterial - Other
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	00074
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	1- The Feature is part of the National Network For Trucks
217 Benchmark Elevation:	0093.18
* Location ID No:	025-00520D-001.57E

218 Datum:	2- Mean Sea Level
*19 Bypass Length:	1
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	001
27 Year Constructed:	1969
106 Year Reconsrtucted:	0
33 Bridge Median:	1-Open
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	0- Not Applicable. Year : 0000
267B Type Paint Sub Structure:	0- Not Applicable Year : 0000
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	D - Concrete pile. O. Concrete O. Concrete O. Concrete
259 Pile Encasement:	3
*43A Structure Type Main material:	1-Concrete
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	6
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	8. Unknown
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	0

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	0.8
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	65
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	No
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/13/2017

Bridge Serial Number: 025-0022-0

County: Brantley

SUFF. RATING: 71.4

Programming Data

201 Project Number:	GSB 2-1777-B (17)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013713
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$703
95 Roadway Improvement Cost: (X$1,000)	$70
96 Total Improvement Cost: (X$1,000)	$1055
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	8535
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	3. Bridge is Scour Critical;foundations unstable for conditions
216A Water Depth:	2.6
216B Bridge Height:	17.1
222 Slope Protection:	
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	5690
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	30
* 49 Structure Length:	180
51 Bridge Roadway Width:	46.800000000000004'
52 Deck Width:	50.7'
* 47 Total Horizontal Clearance:	46.800000000000004'
50A Curb / Sidewalk Width Left:	0.0
50B Curb / Sidewalk Width Right:	0.0
32 Approach Rdwy. Width:	29.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	3.4	*Right Width*:3.0	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	3.4	*Right Width*:3.0	Type: 2 - Asphalt.
Rear Pavement: Width:	23.0	*Type*:2- Asphalt.	
Forward Pavement: Width:	23.1	*Type*:2- Asphalt.	
Intersection Rear:	0	*Forward*:0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	8.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	18
64A Operating Type:	2 - HS loading.
64B Operating Rating:	31

231Calculated Loads		**Posting Required**
231A H-Modified:	21	Yes
231B Type3/Tandem:	28	Yes
231C Timber:	37	Yes
231D HS-Modified:	23	No
231E Type 3S2:	26	No
231F Piggyback:	40	No

261 H Inventory Rating:	13
262 H Operating Rating:	22
67 Structural Evaluation:	4
58 Deck Condition:	7 - Good Condition
59 Superstructure Condition:	6 - Satisfactory Condition
* 227 Collision Damage:	
60A Substructure Condition:	7 - Good Condition
60B Scour Condition:	8 - Very Good Condition
60C Underwater Condition:	N - Not Applicable
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	3. 10 - 19.9% below
41 Struct Open, Posted, CL:	P. Posted for load
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	21
232B Type3/Tandem:	28
232C Timber:	37
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

MS4 Concept Report Summary

Attach the following checklist information to the Concept Report Template:

Is there a Project Level Exclusion that applies to this project: ☐ No ☒ Yes

If yes, please indicate which of the following exclusions apply:

☐ Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.

☒ The project location is not within a designated MS4 area.

☐ Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.

☐ Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.

☐ Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft^2 of impervious area.